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CENTRAL INTELLIGENCE AGENCY

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**INFORMATION REPORT**

REPORT

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COUNTRY East Germany

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SUBJECT Derutra Branch Office in Greifswald

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1. The branch office of Derutra (Deutsch-Russische Transport-Gesellschaft) in Greifswald is directly responsible to the Derutra headquarters for Mecklenburg in Schwerin. Chief of the latter office is the Russian (fnu) Chernov. Chernov has held this post since 1 August 1952, prior to which date he was in charge of the Cottbus branch office of Derutra. The Greifswald branch office is responsible for all Derutra shipments by rail crossing into Poland via Tantow-Scheune-Stettin. It is also responsible for various inland waterway shipments, but only within East Germany.
2. Shipments via Greifswald to the USSR during the period from 1949 to 1952 included Diesel oil, gasoline, machine parts, agricultural machines, medical instruments, copper wire, ball-bearings, sugar, etc.
3. The following Soviet supervision exists over shipments destined for the USSR through Greifswald/Tantow:
  - a. A Soviet officer, with a detachment of 20 soldiers, is stationed in Tantow to check all freight leaving East Germany at that point. This officer is said to belong to the Border Police, bearing the designation "KP-Offizier" (control-point officer?). The officer on this duty until mid-February 1953 was Lt. (fnu) Chuikov. The name of the present officer is unknown. This KP-officer is said to be responsible to the Border command point (Grenzkommandantur) located in Loecknitz. The latter is under the command of a Russian captain. Another KP-Officer located in Grumbow is also subordinate to the Loecknitz office. Loecknitz is in turn alleged to be directly responsible to the Soviet authorities in Berlin-Karlshorst.
  - b. There is also a Soviet transport detachment (Transport-kommandantur) located on the premises of the Greifswald Railway Headquarters (RBD-Greifswald). This detachment checks all shipments passing through Greifswald to the

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USSR. The KP-officers, however, are not subordinate to this detachment. Chief of the Transport Detachment is a Colonel (fnu) Griev, assisted by a Major (fnu) Puchkin, three Soviet civilians, and four German interpreters.

4. The following border points are now in use for freight traffic to and from the territory east of East Germany:

Tantow/Schwerin  
Frankfurt/Oder  
Kuestrin  
Horka

Bad Schandau

Specifically, Forst, Guben, and Goerlitz are not used for rail freight traffic to the east.

5. Soviet train escorts have been organized in the following ways on the Greifswald-Stettin line:

- a. From 1945 to 1949, all freight shipments destined for the USSR (mainly reparations) picked up Russian train escorts at the producing factory. The escorts then accompanied the trains through to the USSR.
- b. From 22 May 1949 to 1 September 1952, there existed an office in Pasewalk called the Pasewalk Train Assembly Point (Pasewalker Zugbildungsstelle), responsible for all Soviet shipments destined for shipment through Stettin Harbor. During this period, such transports picked up Soviet escort detachments in Pasewalk. Since September 1952, the practice has been for the trains containing goods destined for the USSR to pick up a detail of one Soviet noncommissioned officer and two soldiers in the last East German station, Tantow. This detail rides only as far as Stettin.

6. Russian checks and controls on rail shipments destined for the USSR are roughly the same at the other crossing points as they are in the Greifswald area. In Frankfurt/Oder, for example, there is a Soviet export and import headquarters on the premises of the Frankfurt freight station (Güterbahnhof).

7. For each export shipment to be handled by Derutra Greifswald, the Derutra office in Schwerin forwards to the Greifswald office a covering document called a "Versandauftrag".<sup>1</sup> The producing factory itself furnishes Derutra copies of the export order and of the export waybill (Warenbegleitschein), as made out by the pertinent DIA functional office.

1.  Comment: Shipping order.

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